

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, J.C., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

No. 15,949. 號九十四百九千五萬一第 日七十月四年元統宣 HONGKONG, FRIDAY, JUNE 4TH, 1909. 五拜禮 號四月六年九零百九千一英港香. PRICE, \$3 PER MONT.

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[a40-2]

KOWLOON HOTEL

THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.

SURROUNDED BY DELIGHTFUL GARDENS.
Excellent Cuisine.

O. E. OWEN,
Proprietor.

[a692]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April 1908. [a1647]

THE GRAND HOTEL.

DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE
M. MAILLE Proprietors.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

LANE, CRAWFORD & CO.

(TELEPHONE 97).

A LARGE SELECTION OF WATERPROOF COATS (RUBBER)

\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH

KHAKI AND BLACK
REGULATION ARMY AND NAVY
COATS WITH CAPES

\$26.00 \$30.00 \$38.00 TO \$55.00 EACH.

ZAMBRENE RAINCOATS
(No RUBBER)
\$33.00 \$38.00 \$48.00 EACH.

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Hongkong, 19th May, 1909. [a33]

FOR BATHING PARTIES.



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BLACKBERRY BRANDY,
CHERRY BRANDY,
CHERRY WHISKY,
ORANGE GIN,
PEPPERMINT,
SLOE GIN.

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.

Hongkong, 4th June, 1909. [a35]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	Per Case.
BRANDY ★★★★★	\$22.50
" ★★★	20.00
" ★★	17.00
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
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PORT WINE, INVALIDS	20.00
" DOURO	13.50
SHERRY, LA TORRE	16.00
" AMOROSO	20.00
BENEDICTINE, D.O.M.	QTS. 40.00 Pts. 42.00

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[a51]

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THE LATEST COLONIAL NOVELS \$1.75 EACH
OR 3 FOR \$5.00.

Within four Walls, by J. Blountelle Burton.
Katherine the Arrogant, by B. M. Crocker.
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A False Position, by Mrs. Baillie Reynolds.
The New June, by Henry Newbolt.
Maurice Guest, by Henry Handel Richardson.
Dromore, by John Ayseough.
The Love that Kills, by Coralie Stanton and Heath Hoskin.
My Lady of Shadows, by John Oxenham.
The Show Girl, by Max Pemberton.

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GOLF CLUBS.

GOLF BAGS AND GOLF
BALLS.

AYRES TENNIS BALLS, 1909.

SLAZENGERS TENNIS
BALLS, 1909.

"CLAN MACKENZIE" SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.
AS SUPPLIED TO THE HOUSE OF COMMONS.

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SOLE AGENTS.

[a34]

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (2,377 tons each)
as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer) ...	Thursday	Saturday or Sunday	
Arrive—Dairen ...	Saturday	Monday or Tuesday	
Lv. —Mukden ...	8.11 a.m.	Tuesday	Friday
Lv. —Mukden ...	8.50 p.m.	"	"
Lv. —Changchun ...	9.15 p.m.	"	"
Lv. —Changchun (Russian Train)*	5 a.m.	Monday	Wednesday
Lv. —Harbin ...	6.55 a.m.	"	Saturday
Ar. —Harbin ...	3 p.m.	"	"

Connecting at Harbin with { State Express for Moscow. Wagon-Lite for Moscow. State Express for St. Petersburg.

SOUTH-BOUND.

SOUTH-BOUND.			
Leave—Harbin (Russian Train)*	9 a.m.	Tuesday	Thursday
Arrive—Changchun ...	6 p.m.	"	"
Lv. —Mukden ...	7 p.m.	Wednesday	Friday
Lv. —Mukden ...	2.10 a.m.	"	Sunday
Lv. —Dairen ...	2.30 a.m.	"	"
Lv. —Shanghai (Steamer) ...	12.30 p.m.	"	"
Ar. —Shanghai ...	afternoon.	Friday	Sunday

* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "Yamato")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANCHURIAN." Codes: A.B.C., 5th Ed., AI, and Lieber's. [137-722]

LONG, HING & CO.,

17, QUEEN'S ROAD, CENTRAL.

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PHOTO GOODS of every description,
KODAKS, KODAK FILMS
& KODAK ACCESSORIES.
DEVELOPING & PRINTING
A SPECIALITY. [a809]

FOR SALE

FOR SALE.

ELECTRIC PLANT

Consisting of:—
TWO 125 Kilowatt STEAM ALTER-
NATOR SETS, Outp. 1. 60 Amperes
at 2100 Volts. The Sets comprise Vertical
Compound Medium speed Engines, 205 revolu-
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direct coupled to Alternators by Messrs.
JOHNSON & PHILLIPS, complete with
Exciters, &c.

ALSO
ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWN & LINDLEY.
For further particulars apply
HONGKONG ELECTRIC CO., LD.,
St. George's Buildings.
Hongkong, 23rd April, 1909. [a49]

THE DAIRY FARM CO., LTD.

PURE, RICH AND WHOLESOME
MILK

STRAIGHT AS IT COMES FROM THE COW.

The Company's Farms, Utensils and Methods
are Models of Cleanliness and, in these parti-
culars, are probably unsurpassed in the World.
[a63]

INSURANCE

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

Authorized Capital	23,000,000
Subscribed Capital	2,750,000
Paid-up Capital	687,500 0 0
II. Fire Funds	3,065,374 15 7

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. [1019]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [a7]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 55SG. at \$6.37 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [a623]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.

Electric Lifts to each Floor.
Electric Lighting and Fans.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a651]

"KINGSCLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.

Telegraphic Address: "SACHSOLA."
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.

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STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to— Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHAEY,
Proprietress.
Hongkong, 5th October, 1908. [a43]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA). MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. *Sui An* and *Sui Tai*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address: "BOA VISTA."
For Terms, apply to
THE MANAGER.

VICTORIA HOTEL

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MANAGER—MR. H. HAYNES.
Telegraphic address: "VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.
MANAGER—MR. B. N. BAUNEPFAIRE.
Telegraphic address: "FARMER, MACAO."
SITUATED IN THE CENTER OF PRATA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special attention given
to Tourists.

REASONABLE RATES.
WM. FARMER,
Proprietor.

KIALAT HOTEL, SWATOW.

If you go to Swatow don't forget to stay
at the KIALAT HOTEL. Nice
Comfortable Rooms, excellent cuisine.
Situated five minutes run by rickshaw from
German Consulate.

Mrs. E. WILL
Proprietress.
Swatow, 1st April, 1909. [a562]

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT-MERCHANTS

WATSON'S

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VERY OLD LIQUEUR

SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND

GENUINE AGE

AND
FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.

A. S. WATSON & CO.

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
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No anonymously signed communications that
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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 4TH, 1909.

MANILA has not forgiven ADMIRAL SPERRY for denying shore liberty to the men of the Battleship Fleet, during the greater part of their stay in Manila waters last year because the cholera epidemic, which had broken out in the City some months before, had not been entirely vanquished by the time the Fleet arrived. One of our Manila contemporaries, received by yesterday's mail, contains a six column article on the subject, headed "Ananias and the Cruise of the Big Fleet," being an article written by Mr. FRANK L. STROUD, Chairman of the Reception Committee, for publication in *Collier's Weekly*, but which the Editor of that journal returned to his author, and the *Cablenews-American* explains the refusal of the article by saying *Collier's* "need not be expected to do the square thing for Americans in the Philippines, notwithstanding that we have here a more sanitary city than even 'Little Old New York'." After reading through this article which our Manila contemporary has printed as "Some Unpublished History of the Fight for Manila's Maligned Name," we could suggest several other adequate grounds for refusing its publication in a paper of the standing enjoyed by *Collier's Weekly*, but we are not so much interested in this question as we are in the unbridled license taken by the author in maligning the other ports in the East, by way of defending the fair name of Manila. Both Yokohama and Amoy are described as "death holes." Amoy is particularly designated "one of the dirtiest pest-holes on earth" where "cholera has reigned unchecked from time immemorial." Of Yokohama

it is suggested that at the time of the Fleet's visit "fever in deadly form" prevailed. Again we are told that "Ever since American occupation of the Philippines, Hongkong, Shanghai and other coast cities of China have vilified Manila, envious of her progress. Plague stricken though they be and always have been, they have magnified our lesser epidemics and given us no credit for preventative measures, our successes being a reflection on their lethargy." In what way Manila has been "vilified" by the coast cities of China, the author does not deem it worth while to state. But we are favoured with the explanation that "the strictures of the coast cities of China have a well-defined mercenary object in keeping tourists from visiting us and remaining longer with them."

Singularly enough the writer omits to add that the British steamship companies actually run lines of steamers from Hongkong to bring away from Manila, any tourist who happens to stray to the much-maligned city! It is perhaps due to the writer of this diatribe to say that when he writes of Manila being "vilified" in the coast cities of China he is but repeating what many have alleged before in Manila. What foundation the allegation has, we have never been able to learn, and the writer does not take the trouble to enlighten his readers; but there is an implied suggestion that tourists are told that Manila is a neglected, dirty city and possesses no beauty worth going far to see. Moreover its climate has been reported as "unhealthy" while tourists who have favoured Manila with a visit have found it "delightful." On this it may be said that every member of the reading public in the coast cities of China must be tolerably familiar with the commendable efforts which have been made by the American administration in the Philippines to improve the sanitation and general attractiveness of the City of Manila, but while the newspapers of the China Coast have certainly hesitated to tell their readers that Manila is the sanatorium of the Far East, we have failed to notice the "vile slanders" to which the writer refers, nor have we observed any manifestations of a "joy unspeakable" with which the coast cities of China are alleged to have been filled because the Press of the United States has echoed these "vile slanders." These things exist only in the morbid imagination of the writer of the diatribe. Even in Manila we trust there are not many readers so credulous as to accept these inventions as sober statements of fact. What we appreciate best about the article, and what we think the public generally will best enjoy, is not the second imagination which this writer of fiction evidently possesses, but the subtly humorous and peculiarly apposite headline which the Editor has given to it viz.—"Ananias and the Cruise of the Big Fleet."

The German Mail of the 5th May was delivered in London on the 2nd inst.

Two additional deaths from plague were reported yesterday, bringing the total for the year up to 88. They were both Chinese.

The Rev. F. B. Meyer, who is making a tour of the East on a religious mission, is due in Hongkong on the 10th inst and will be here for ten days.

The strike and boycott movement against the Manila Electric Railway and Light Co. was revived by a proclamation issued by the Union Obrem on May 28th.

Chinese thieves have now turned their attention to street lamps. It was reported to the police yesterday that the brass fittings of a street lamp at the junction of Macdonnell and Bowen Roads had been stolen.

Mr. J. H. Gardiner, solicitor, has severed his connection with the firm of Messrs. Brutton and Hott, and has started the practice of his profession on his own account at 50, Queen's Road Central, the office of the late Mr. O. D. Thomson.

Yesterday saw another long procession of undesirable wending their way up the hill to the compound of the Central Police Station. There were 23 from Singapore but the bulk came from the Dutch East Indies, the number from there being 101.

The *Times* Vienna correspondent says that in Hungarian political circles the visit of Prince Nicholas, coming so soon after that of Prince Kuni to Vienna, arouses considerable interest and gives rise to various rumours of a politico-military character.

Mr. J. H. Brown, master of the s.s. *Chenau*, has informed the police that while the vessel was lying at Quarry Bay Dock on the 30th May, some person stole from the deck during the night four cartons of white paint mixed with oil, and five gallons of paint oil. The total value was put at \$60.

A correspondent, in complaining of the filthy condition of some of the nullahs, mentions that in the nullah behind the Kwong Choy Yuen flower garden at Wong-nai-choing, there are three dead pigs. The statement certainly indicates a state of affairs which ought not to exist.

Miss Nicholson of Commercial Dock reports that she lost from the Chamber of Commerce office on Wednesday, a marquis gold ring set with a large diamond and twelve small ones. The value of the ring was given at \$250. It is thought that the ring was picked up from the wash-hand stand.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Li Siu Sak \$10
Lam Lok Sam 10
Shan Hok Pang 10
Leung A Mui 7

Before Commander Basil R. H. Taylor, R.N., at the Marine Magistrate's Court yesterday the masters of two licensed trading junks were fined \$10 each for neglecting to exhibit masthead lights between sunset and sunrise. Another fine of \$25 was imposed on the master of a licensed passenger boat for carrying five persons in excess of the number allowed by his licence.

Mr. James F. Young, the advance agent of the Bandmann Opera Companies has arrived in Hongkong, where the "Merry Little Maids Company" will play for some nights before proceeding to Shanghai and Japan. As will be seen from our advertisement columns, the Company open their season next Thursday with "The Gay Gordons."

An Amoy telegram published in the Japanese papers says the Chinese Minister in Washington has wired to the Wai-wu-pu that Chinese revolutionists in the neighbourhood of Liang-kiang are engaged in purchasing arms and ammunition through Americans. Victor Chang is instructed by the Peking Foreign Office to watch the alleged movement of the revolutionists.

The forgery of a bank draft for \$600 on the International Bank has just been discovered. Mr. Anderson, the manager of the Hongkong branch, reports to the police that on the 8th February last a draft for \$600 on the bank in favour of the Wing Sing Cheong firm, 127 Des Voeux Road West, was presented and cashed and chopped by a man who signed his name as Li Ping. Since then the Bank was informed that the firm named had been advised that a cheque for \$600 had been sent to them, but had not been received. Inquiries showed that the cheque had been cashed and that the chop was a forgery, the man who received the money having no authority to do so.

A very heavy penalty was imposed at the Magistrate's yesterday on a Chinese for having been found in possession of a quantity of opium without a permit. The man, who was arrested at Hok On Kok, tried to escape by means of a ladder, but without success. He also attempted to throw away a tin of opium. In view of the fact that there were five previous convictions against him, the man was ordered by Mr. Kemp to pay a fine of \$750 or to go to prison for six months. Mr. Hogarth, chief excise officer, elicited from the defendant that he obtained the raw opium from Sam Chun, a fact which suggests the wisdom of exporting raw opium from here to Sam Chun.

The Alhambra Cigar Factory, Manila, which has been up for sale twice during the past few weeks, was on the 29th ult., purchased by the well known firm of Keenle and Streiff. The factory, which has for years laboured along in the hands of the banks, says a Manila contemporary, is now on a sound business basis. Mr. Hoffmeister, who has for many years been connected with the Alhambra, has been retained as technical manager. A large amount of first quality leaf tobacco has recently been purchased and future crops contracted for, which will enable the present owners to maintain the high standard always found in the Alhambra factory products. It is understood that the price paid for the concern was to be P233,000.

A copy of the report of the Chinese Y.M.C.A. of Hongkong for the year ended December 31st last is to hand. The Board of Directors is now composed entirely of Chinese who, the report states, carry the responsibility with increased interest. The report covers the various branches of work—religious, educational, social and athletic. The educational work includes day and night schools, periodical lectures, an ambulance class, and a musical club. As to the financial position, the report says the loyalty of the members in subscribing to the support of the Association, in addition to their membership fees, is well shown in the Treasurer's report. Receipts from all sources totalled \$8,035.17, the financial statement showing a debit balance of \$396.58, but outstanding accounts, if duly paid, will reduce the debit to \$2.

A case of cruelty to a child has just come under the notice of the police. On the 1st inst. a woman residing at 37 Upper Lascar Row, reported that her servant girl aged 11 years was missing. A little later a telephone message was received from Mr. Shellin at the Peak that a girl had been found wandering near the house. Sergt. Bell brought the girl down to the Central Police Station where she said that she had run away from her mistress because of her cruel treatment. Her body was covered with bruises and after she had received medical attention the woman who made the report was sent for. On her arrival the girl recognised her as her mistress. Inspector Marison thereupon charged the woman with cruelly ill-treating the child and allowed her to go on putting up a bail of \$50. When the case was called at the Magistrate's, the woman did not appear, and it was discovered that she had absconded. The child was handed over to the Registrar-General.

TELEGRAMS.

[Protected by the Telegraphic Message
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[DAILY PRESS EXCLUSIVE SERVICE.]

CHINA AND THE FAKUMEN RAILWAY.

Tokyo, June 3rd.

China has formally withdrawn from the proposal to submit the dispute with Japan, regarding the Fakumen railway question, to the Hague Tribunal.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE FAKUMEN RAILWAY QUESTION.

AN EXPLANATION BY JAPAN.

LONDON, June 2nd.

"The Times" has received from Tokyo an explanation of Japan's refusal to refer the Fakumen railway dispute to the Hague Arbitration Tribunal, which represents that the proposal prompted the conviction that a stage had been reached in the diplomatic negotiations at which arbitration could properly be invoked.

"The Times," in an article, says the explanation will correct misapprehensions but cannot be read with sincere pleasure by all friends of Japan and our Alliance. The right of Japan to veto railways competing with her line in South Manchuria cannot be disputed, whether they are projected by Chinese or British. Whether the Fakumen railway project would prove competitive is doubtful, but as the South Manchurian railway was acquired by our Allies at the cost of a protracted bloody war, they are not unnaturally disinclined to see its value diminished by competition.

KAISER AND TSAR TO MEET.

LONDON, June 1st.

At the initiative of the Kaiser, His Majesty will meet the Tsar in the Finnish Archipelago on the 17th inst. M. Isvolsky, the Russian Foreign Minister, will accompany the Tsar. Great political importance is attached to this meeting in St. Petersburg, where such an event has been entirely unexpected.

LONDON, June 3rd.

Prince Buelow is to accompany the Kaiser on his visit to the Tsar.

THE SOUTH AFRICAN CONSTITUTION.

The Transvaal and Orangia assembled Councils have adopted the amended constitution without a division.

RUSSIAN RAILWAY LOAN.

LONDON, June 3rd.

The Russian Government has decided to raise a loan of three and a half million sterling for railway purposes at 4½ per cent. It will be issued in London at £90.

THE DERBY.

Telegrams in papers which reached us by German Mail from the South give additional particulars of the classic race. The betting on the day before the race was as follows:—

Minora	95 to 40
Sir Martin	7 to 2
Louvers and Valens	100 to 11
Bayardo	100 to 9
Phalaron and Electric Boy	100 to 7
William the Fourth	100 to 6
Diamond Stud, The Story	20 to 1
Strickland	100 to 3
Sandbath	40 to 1

The order at the finish was Minora, Louvers, William the Fourth, Valens, Bayardo, Electric Boy, Strickland, The Story, Sandbath, Phalaron, Diamond Stud, Prestor Jack, St. Ninian, and Brooklands. The time was 2 min 42 2/5 secs.

LATEST STEAMER MOVEMENTS.

The C.N. Co's str. *Yingchow* left Shanghai on the 3rd inst., and is due here on the 5th inst. The Glen Line str. *Glenesk* left Singapore on the 3rd inst. morning, and is expected to arrive here on the 5th inst. The Silk ex M.M. str. *Ernest Simons* which left this port on the 27th April was delivered in Lyons on the 1st inst.

SUPREME COURT.

Thursday, June 3rd.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

CLAIM ON A SUB-CONTRACT.

Li Wo Shing, trading as the Wo Shing firm, sued Li Fook, trading as the Yee Sang firm, to recover \$233.49 balance due for work done and material supplied between 9th November, 1908, and 2nd April, 1909. Defendant had paid \$132 into Court, the amount he alleged to be due and owing in respect of the contract.

Mr. Bulmer Johnson (of Messrs. Donnys and Bowley) appeared for the plaintiff, and Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) for the defendant.

His Lordship—I suppose it is a question of accounts, as this money has been paid into Court. Mr. Johnson—It is a question of whether the defendant has been paid for what he has done. My case is to prove that he has been paid for everything he claims to have done.

His Lordship—I understand there is an architect on each side.

Mr. Johnson—Yes. Proceeding to outline the facts, Mr. Johnson said the claim was for work done to the wall enclosing the Naval Yard, and running along Murray Road from the Victoria Recreation Club almost to Queen's Road. His client was the sub-contractor, and was employed by the defendant to put in granite work and coping stones. The contract was to do the wall from the south end, from the cricket field end down to the iron railing at the V.R.C. The arrangement was verbal, but subsequently his client received a memorandum with a small sketch on it, which showed the price to be paid. Afterwards the wall was extended, and the sub-contractor was requested to do the additional work. He undertook the task on the defendant agreeing to pay the additional price which he submitted.

His Lordship—Was there a written contract originally?

Mr. Johnson—Only a memorandum signed by my client, which refers to the contract.

His Lordship—Shortly, what is the question at issue? Is it a question of whether the defendant agreed to pay an extra price for the extra work?

Mr. Johnson—I don't know. My friend refuses to pay, and we don't know what item he objects to.

Mr. Dixon—The defence is, that under the memorandum the plaintiff refers to, the price is stipulated. That is what he has signed, and what we have paid into Court, and we have Mr. Barker's certificate.

His Lordship—The question is whether there is a separate and independent agreement dealing with extra work and extra rates.

Mr. Johnson—I am going to submit that the memorandum put in refers to the contract, and not to the additional work.

Mr. A. Denison, a member of the firm of Messrs. Denison, Ram and Gibbs, on being sworn dealt with a list of items contained in the particulars supplied, most of which were admitted. He did not think 15 cents per foot for work on plinth stone, and 45 cents per foot for work on coping stone was an unreasonable price for work done during Chinese New Year. A contractor would have to pay his men extra for working during that period.

After further evidence was heard, His Lordship reserved judgment.

THE "DAILY MAIL" CUP.

The full results of the shooting on Empire Day for the *Daily Mail* Cup in the Far East were as follows:—

Kuala Lumpur	757
Singapore	757
Shanghai	727
Penang	719
Ipo	715
Hongkong	660

Kuala Lumpur and Singapore shot again at the 500 yards range, the former team winning with a score of 251 against Singapore's 249.

CLOSING A RUSSIAN NAVAL DOCKYARD.

It is announced that the new Admiralty dockyard in St. Petersburg will be closed this month, and that its site will be converted into residential or business quarters. The cruiser *Bayan* and *Pallada* and the battleship *Andrey* will be sent for completion to Cronstadt. More than 1,000 workmen will be thrown out of employment. It is proposed, however, to extend the Baltic works on the opposite side of the river, and an arrangement is still in contemplation for handing over these works to the management of a well-known British ship-building firm.

THE SEA BORNE TRADE OF INDIA.

We recently dealt at some length with the statistics of the sea-borne trade of India for the eleven months ending with February, these figures showing a decrease of Rs. 6,12,39,000 in imports and a decline of Rs. 23,83,85,000 in exports. The statistics for the full year which have now been published show that the falling off in imports continued during March, the aggregate decrease for the twelve months amounting to Rs. 8,63,34,000. There was, however, a slight recovery in exports during the month, the total decrease for the year being Rs. 23,74,71,000. A examination of the figures for March brings out the fact that there were heavy reductions in the receipts of metals, railway plant and rolling-stock and silk manufactures, while cotton yarns and piece goods declined by no less than Rs. 1,56 crores. As regards exports, articles of food and drink fell by Rs. 67 lakhs and opium by Rs. 34 lakhs, but the shipments of raw cotton increased by over Rs. 56 lakhs and of cotton yarn by nearly Rs. 56 lakhs and of cotton piece goods by nearly Rs. 4 lakhs. There was a rise moreover of Rs. 18 lakhs in undressed skins, of Rs. 16 lakhs in seeds and of Rs. 20 lakhs in wool, but coffee declined by Rs. 19 lakhs, rice by Rs. 72 lakhs, raw jute by Rs. 16 lakhs and jute manufactures by Rs. 42 lakhs.—*Statesman*.

COXSVAIN CHARGED WITH MANSLAUGHTER.

A death inquiry adjourned, and the principal witnesses placed in the dock on a charge of manslaughter, were the striking facts recorded at the Magistrate's yesterday. An inquiry was being conducted by Mr. J. H. Kemp into the circumstances attending the death of a Chinese boatman who was drowned in the harbour on the 23rd May as the result of a steam launch colliding with the sampan. The jury was composed of Messrs. C. A. Carr, S. Boulton and P. H. J. G. Jonckheer.

The story was that the deceased Chan Kun, his brother and sister were in a boat off Reclamation Street, Yau-mat, fishing, when a steam launch coming from Hongkong ran into them and capsized the boat. Chan Kun, who was at the bow rowing, was thrown into the water and was never seen again. The steam launch was continuing on its journey when the woman called out "save life," and it returned. A lifebuoy was thrown to the two in the water and they were taken on board and afterwards put ashore. The deceased, however, was never seen again. The evidence of Dr. Pearce was that the cause of death was drowning.

His Worship informed the jurors that in addition to the statements presented to him others had been laid before him, and he had been going through these during the inquiry. Had he seen them earlier, he would have brought a charge of manslaughter against the coxswain of the steam launch instead of holding an inquiry. What he proposed to do was to abandon the inquiry and charge the coxswain with manslaughter. He was sorry that he had brought the juryman up, but he had not the information before him until now.

The inquiry was closed and the coxswain Ho Kau was charged with manslaughter. When asked to plead, he said that he did not know whether he caused the death of this man or not. Evidence was called and the case adjourned.

CHINESE TEMPLE COLLAPSES.

A NUMBER OF WORSHIPPERS INJURED.

A serious collapse occurred at the Tai Wong Temple, Queen's Road East, yesterday morning, when a number of visitors were entombed. The beams supporting the roof of the building are said to have been in a bad condition, while the mortar is alleged to have been defective. The police were hastily summoned, and when they arrived it was reported to them by the excited crowd of onlookers that some people were buried under the debris. Assisted by the firemen, who were also early on the scene of the disaster, they set to work to release the sufferers, and guided by their cries, soon extricated them. They proved to be two young women who had called at the temple at about ten o'clock to engage in devotional exercises. When released, they were found to have received various nasty cuts and bruises, and the condition of one of them is believed to be critical. Several others who were in the unstable building at the time of the collapse had narrow escapes, but none were seriously injured.

"CHINA'S SOVEREIGN RIGHTS."

The Board of Agriculture, Works and Commerce has ascertained that it is not uncommon for foreign Consuls in China to exercise their functions beyond the limits of the foreign settlements, and also foreign troops frequently go beyond the same limits. The Board therefore has arranged with the Wai Wai-pu to introduce a set of regulations so that the spirit of the foreign treaties may be carried out to the very letter.

MYSTERY OF A NECKLACE.

DISAPPEARANCE ON VALUABLE PEARLS.

With reference to the valuable pearl necklace whose mysterious disappearance was recorded in our yesterday's issue, says the *Siam Observer* of the 26th inst., there appears to be just that kind of mystery which the writer of detective stories usually revels in. It seems that the box containing the necklace was handed to the captain of the mail steamer at Southampton by Mr. Smith, one of the consigning firm and who is now in Bangkok. Upon arrival at Singapore, the parcel was placed in the custody of Messrs. Behn Meyer and Co., the agents of the Norddeutscher Lloyd, and was by them given into the hands of Capt. Habner, of the *Delhi*, just before she sailed. Upon arrival here the box which was supposed to contain the necklace and its case was handed by the Captain of the *Delhi* to an employee of Messrs. Winslow and Co., who gave the usual receipt for it. It was then taken by him straight to the office of the firm and locked in the strong room. It had only been there a very short time when it was called for by the consignee, who took it away and on arrival at home opened it at once only to make the discovery that the necklace was missing. The questions which would strike the average seeker after a solution of the mystery are:—(1) was the necklace in the case when it was handed to the hands of the London jewellers? (2) was it stolen in transit? or, (3) was it made off with after the order case had arrived in Bangkok? In solving one of these questions first and then discovering the present whereabouts of the missing article of jewellery the authorities would seem to have before them a task fit only for a Leeco or a Sherlock Holmes. We learn that the necklace had been insured for £30,000—its full value, in Lloyd's Insurance Co. and that the local agents have been notified of its loss.

EXTRAORDINARY INCIDENT IN NEWFOUNDLAND.

As Sir Robert Bond, the ex-Premier of Newfoundland, was landing at Western Bay to address a political meeting, he was knocked overboard by a crowd of his opponents. Sir Robert was rescued by his boat's crew, and returned to the steamer abandoning his attempt to land. He declares that he was kicked in the chest and knocked senseless. His opponents, however, say that they only pushed him overboard.

THERE IS SKILL AND

CONCILIATORY POLICY OF GOVERNMENT

PUSHING FORWARD THE WORK OF SURVEYING.

THE "CHINESE SLAVERY"
QUESTION.

was responsible for the document, which was used at the last General Election, and if it were the case it mattered but little whether placards were called into requisition. Did such a state of affairs justify them in turning once more to the candidate who had served them well, and who had made no mis-statements. He could assure them they would be going the right track if they championed the candidature of Mr. Philip Foster.

ANGLO-JAPANESE EXHIBITION.

articles exhibited to the public in London. A Japanese manufacturer has an incentive action which will not be without effect. Preparations now being made for the establishment of the stalls next year. If anything calculated to stimulate a workman in Japan to the utmost, it would be the reflection of his art products would be viewed and criticized by his English friends.

repaying the principal in instalments, and
hold- her self-respect and hold her head high
new- firm upon her shoulders. That would be a
was- their matter.
rur- But tips—well, I can merely wish that
adal- would not.

WEATHER REPORT

The Hongkong Observatory yesterday is

We have received from the Dairy Company a sample pat of their special "Huckle" butter, it is quite in keeping with other excellent products of this enterprising company.

into the *Egypt* at the stern on the starboard side, denting two plates where she struck. One plate on the port side. A bulkhead was damaged, the vessel having been driven against the dockwall by the force of the collision. Fortunately the *Dumbca* sustained no injury. She sailed on the 15th inst. for Marseilles with 100 passengers. The damage sustained by the *Egypt* is being made good immediately.

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and the way in which they turned to
guidance and help in matters of reform,
marked that I feel sure it is a deeply laid
to wean them from the Church and to
barrier between them and us."

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charmante, Crème Charmant and Special Skin Tonic and Specialities for the Skin are the standard of beauty for a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

MUSICAL INSTRUMENTS IN CHINA.

REPORT BY AN AMERICAN CONSUL.

In compliance with instructions, Deputy Consul-General Clarence E. Gauss, of Shanghai, prepared the following report covering the trade in musical instruments in China:

The value of the musical instruments imported into China in 1907, as classified in the customs returns, were as follows:—Pianos, piano-players, organs, string goods, horns, etc., \$22,753; automatic instruments, \$3,854; gramophones and accessories, \$18,800.

In regard to the first class (piano, etc.), the United Kingdom, Germany, and the United States have until lately controlled the trade, but Japan is now an energetic competitor. The demand for pianos in China is not from the Chinese, but from foreigners. It is estimated that there are about 40,000 foreigners in this country. The field is not, therefore, large. Most foreigners in China (except the missionaries) are here under contract for a short term of years only. In purchasing pianos they do not feel justified in paying the increased "foreign price" for the higher grade instruments, and then, after a few years of use, either shipping them home at the additional freight cost and the risk of damage or disposing of them for practically nothing at auction or to an occasional second-hand purchaser. As a consequence, the sales are confined largely to moderate-priced instruments. There are in this market both foreign and Chinese piano makers.

The German and British manufacturers supply the majority of the pianos imported. A few American pianos are also brought in, but the number is not large. The American manufacturers are unable to place properly constructed instruments on the Chinese market at prices which will allow of competition with the British and German makes. Most of the American pianos imported are of the higher grade. There are several pianos which are in market known as American pianos which are in fact "American" pianos. One instrument is constructed entirely in an American company's German factory; another is also constructed in Germany, but parts are supplied from the United States and Great Britain, and the instruments are sold by a firm in the United States.

Experience has shown that unless most carefully and substantially constructed foreign pianos will not render satisfactory service in this climate. This is especially true of the lower priced instruments. The excessive dampness which exists at many of the ports throughout most of the year badly affects pianos, and unless they are substantially built they are always demanding expensive repairs. The instruments may warp, the actions be affected. There are a hundred and one different faults which are found. The only general criticism of American pianos which are made by export builders in this country are, first, that they are built on massive lines and are too heavy to stand the great amount of moving and handling which pianos in this country are subjected to, and, second, the prices are too high to allow of competition with British and German makes.

While there is a market for a limited number of imported pianos in China, it is not a large one, and the British and German builders seem to hold the trade, together with the foreign-built American instruments imported. There are occasional small orders for high-grade American pianos, which will probably continue, but it is certain that so long as the retail price of British and German pianos in Shanghai are from 10 to 50 per cent lower than American prices there is no opportunity here for the American manufacturer.

CHINA-MADE PIANOS.

The high prices demanded for the foreign make, even for the cheap and yacht styled instruments, as well as the refusal of some of the larger and more reliable manufacturers to build moderate priced pianos specially for this market, resulted some years ago in the establishment of two piano factories in China—one at Hongkong and one at Shanghai. The factory at Hongkong is not in active operation and is now used chiefly for repair work. The factory at Shanghai has been established for three years, and is conducted by British and German piano makers, with a force of from fifty to sixty Chinese workmen and apprentices, constituting the force.

The China-made pianos are not constructed to compete with the high-grade foreign instruments in this market. The idea in establishing the factory at Shanghai was to place on the market a moderate-priced piano which would stand the climate and could be shipped about without great risk of damage. A great many experiments had been made with imported pianos of moderate prices, but it was found that satisfactory instruments could not always be had in the United States, and there are now sending their organs into this market in large numbers. Their instruments, while of good appearance as the American organs, are generally not so well set up and are made of less seasoned wood, but they only ask half the price of American organs for their instruments.

The difficulty in tuning an organ is not as great as in tuning a piano, so that the Japanese have found little trouble in this direction. The tuning is done by Japanese girls. It is said that the foreign importers have practically given up bringing in American organs, either set up in parts, it being found impossible to compete with the Japanese article. There seems no prospect of reviving the American trade, or even of continuing the small China-made organ trade in face of the Japanese importations. It is certain that the American manufacturer cannot cut his prices 50 per cent to allow of competition with the Japanese.

In connection with the imported pianos, piano players, organs, string instruments, horns, etc., it is interesting to note how the trade has been distributed between the ports. The figures for 1907 are: Tientsin, about \$9,800; Shanghai, \$7,300; Hankow, \$1,800; Canton, \$2,000; Chefoo, \$850; Newchwang, \$700; Foochow, \$400; all other ports, \$530.

The importation of automatic musical instruments represents music boxes exclusively, according to reliable information. The trade has increased from \$3,450 in 1906 to \$12,772 in 1907. Of the total imports, more than one-half (\$10,069) came from Japan; the remainder from Belgium, Hongkong, Germany, the United Kingdom, and the United States.

Almost the entire Japanese import entered through the port of Danyang. It is probable that they find a Japanese market in Manchuria. There are on the Shanghai market several makes of music boxes imported for the foreign trade. The American share in this trade is insignificant—\$150 in 1907.

GRAMOPHONES AND ACCESSORIES.

When the American talking machine manufacturers began to turn their attention to markets in foreign countries, it appears that the China field was by no means overlooked, for of the total imports American manufacturers control 80 per cent.

The imports of gramophones and accessories into China during the years 1904, 1905, 1906, and 1907, were \$10,000, \$13,000, \$19,000, and \$18,000 respectively.

In competition with American machines there is a German machine, and also one introduced by a French company. The German machines have been in this market for some time; the French machines are late arrivals. These machines do not seem to be meeting with great success.

The talking machine is rapidly becoming a most popular instrument with the Chinese, who purchase by far the greater percentage of the imports. It is said that the business done with the foreigners in China does not amount to more than perhaps \$400 a month. It is for the Chinese trade that the companies are in this market, and it would appear that this is a business which may eventually develop into much larger proportions. The percentage of the increase for 1907 over previous years is very encouraging.

The Chinese do not purchase the higher-priced instruments, but demand cheap machines. They are not so particular as the foreigners, and do not mind the scratching so long as the machine is loud enough. The scratch, in playing, is also to some extent, lost in the Chinese music. In Northern China one of the American companies supply what are known as straight-armed machines, while in Southern China the taper armed are supplied. The latter give less scratch in playing.

ATTENTION TO TRADE ECCENTRICITIES.

One of the American machine companies is catering carefully to the trade in China, even to its eccentricities. An energetic and experienced representative of this company came to the Orient in the summer of 1907. His machines had already been placed under the agency of the largest musical goods house in China, who did some excellent work in introducing them and building up an American trade. With the assistance of this firm he set about enlarging the field. There are now agencies in almost every treaty port of the head agency at Shanghai has eight or ten Chinese salesmen continually in the field, and every detail of the trade is being carefully watched. For instance, it was found that the black horn, which was suitable for the home trade, did not appeal to the Chinese eye. The company has now placed bright red and yellow horns on their machines, and they are very popular. This company has 2,000 Chinese records and the other American company about 1,000. There have been four expert record makers from talking machine companies in this field during the past year—two American, one French, and one German. The French and German companies have about 1,000 records. There is at present an expert in China who is engaged in making another 1,000 records for one of the American companies.

This record making is most expensive and is very carefully undertaken. The most famous Chinese bands and palace singers are being engaged to make records. They are being brought from all parts of the Empire to the three record making centers—Peking, Shanghai, and Hongkong. Here the apparatus for making the master records is set up and the recording done under the direction of the expert. The master records, however, are never sent home for duplication until they have been approved by the Chinese. It has been found that certain classes of records must be made especially for the northern, the central, and the southern trade. A record popular in the north seldom finds a sale in the south, and vice versa.

The Chinese do not care for foreign records, except for laughing songs and selections, with the single and snare drum. The talking machine trade is not one which will be quickly spelled into great proportions, but the active and energetic work which is being done by the American companies in this line is producing most satisfactory results and is certain to make an increased demand.

ACTS LIKE A BURGLAR!
INDIGESTION
ROBS YOU OF SUPPORT.

Indigestion is like a burglar in the body. It robs you of that which you need for your own support and comfort. What is more, the burglar is often practically an invited guest. We often allow indigestion to enter our systems through sheer carelessness.

We eat too much or we eat too little. We eat food that we like but which does not like us. We eat too quickly, generally, because we have to do so in these active, busy times. We commit many errors of diet, and Mr. Indigestion takes us off our guard one day. Then we know what real misery is. The food we eat does us little or no good. Sometimes we cannot even eat the food necessary to sustain and invigorate us. We grow depressed, irritable, nervous, melancholic, lethargic, world-weary. What is to be done?

Don't try to cure indigestion by starving yourself, as some may advise you to do. Don't become a food faddist, and limit yourself to any one special kind of food. Don't try the no-breakfast or any other meal-saving remedy. Keep your stomach tissues strong by eating good, nourishing food, and by taking Mother Seigel's Syrup to help you to digest it.

Indigestion—with all its accompanying disorders—constipation, biliousness, flatulence, heartburn, nausea, dizziness, liver complaint—arises from a weakened stomach. The stomach, being weak, is unable to perform its duties well, becomes charged with poisonous acids, fluids, and gases, and ferments. These forces themselves into recognition, at the weakest point, by symptoms of pain or discomfort. Mother Seigel's Syrup cures all digestive disorders, by removing the cause and strengthening the stomach.

A few doses of Syrup will tone up the weak stomach, cleanse the liver and kidneys, and make you cheery and well once more. The blood is purified, the muscles grow firm and strong, the nerves true as steel, and the mind clear, alert, cheerful.

Mother Seigel's Syrup cleanses the whole system, and makes the human body secure against all nervous and functional disorders. By using it occasionally, you can eat a good meal without nervous anxiety about the morrow. You can enjoy life to the full, with the appetite and digestion of a healthy young plough-boy. That is the feeling which makes life worth living.

The indigestion that attacked me began with a slight pain at my chest. Matters grew gradually worse, until I was forced to give up my occupation, says Miss E. Dawson, of Hill End, Bedfordshire, in a letter dated July 27th, 1908. "Before this happened I had tried various remedies without success. I was eventually persuaded to try Mother Seigel's Syrup. A course of this medicine immediately relieved me, and by persevering with it to the extent of three bottles I was completely cured, and was able to resume my professional occupation."

Mother Seigel's Syrup is now also prepared in Tablet form, and sold as Mother Seigel's Syrup Tablets. Price 2/6 per bottle. [74-10]

PRINCE OF WALES AND COLONIAL COTTON GROWING.

SPEECH BY LORD CREWE.

The annual dinner of the British Cotton Growing Association was held last night at Manchester. Sir Alfred I. Jones, president, and the Earl of Cromer, Secretary of State for the Colonies, were the principal guests. After the loyal toasts had been honoured the health of the Queen of Holland and the Princesses was drunk with enthusiasm. The following telegram was read: "The Prince of Wales, on the occasion of the annual meeting of the British Cotton Growing Association, earnestly trusts that the success which has hitherto attended the work of the Association may continue to increase to the benefit of our cotton colonies and Lancashire." Mr. Joseph Chamberlain telegraphed: "My heartiest congratulations on your eminently successful operations. May you do even better in the future." Lord Crewe, responding to the toast of his health, said that to those whose course was in the political current it was a great pleasure to go to a non-political gathering. The fact that it was a non-political gathering was emphasised by the telegram from Mr. Chamberlain, whose absence from public life they all respected. Would that it were possible today for Mr. Chamberlain to take an active part in the promotion of causes like Empire cotton growing! (Cheers.) The object of the British Cotton Growing Association had been twofold. The first was to increase the sources from which the raw material, in which Lancashire was so interested, might be supplied. In the whole world there was nothing like the Lancashire cotton industry. The industry was entirely dependent on a material which always came from abroad. He did not know that those who had been most for a reform of the fiscal system had ever hoped that cotton could be grown in England. (Laughter.) In cotton manufacture Lancashire was paramount. Initiators she would have, but rivals, he hoped, she never would have. The necessity for the multiplication of the sources of the supply of cotton had been borne deep into the convictions of the whole of the people of England. Naturally they desired that those sources of supply, as many as possible, should be within the confines of the British Empire. (Cheers.) The people had a dream of a self-sustaining British Empire, and would not express an opinion upon the subject, but it would not exist until all who were there had ceased to be units in the population of that Empire. (Hear, hear.) But that did not prevent them desiring to develop in every possible way the commercial resources of the Empire, and in the carrying out of that object the British Cotton Growing Association had played a most noble part. With the British Cotton Growing Association the Colonial Office had many communications, and they had learned of the remarkable work which had been done in the West Indies in other parts of the world, and especially in Nigeria. Their operations included experiments with different kinds of cotton, judicious and exotic, experiments in hybridisation, selection of experimental plantations, experiments with fertilisers, experiments in rotation of crops, the raising of seed on experimental farms with a view to its distribution among the native growers, travelling with a view to ascertaining the best districts for cotton cultivation, pioneer work among the natives, advising them of the varieties of the plant, and the best methods of cultivation and other things. Speaking generally and in a wide sense, the Colonial Office believed that the time had come when through their Agricultural Department the different Governments ought to undertake that class of work. (Cheers.) Speaking with some reserve on certain points, they considered that the British Cotton Growing Association ought to be relieved in the main of the burden of that particular kind of work which, of course, had passed heavily upon their resources. The Government hoped for a continuation of the co-operation between themselves and the British Cotton Growing Association. There were still ways and means by which they could work together. The Government did not wish the Association to become purely a commercial corporation. There was common ground on which they could work together. The question was great nationally and imperially. The Association had done so much and hoped to do so much more if necessary, and it had been a great pleasure to him to recognise the results of their work. (Cheers.)

THE H.A.L. Steamship

Captain Rohde, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 28th May, 1909.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"PRINZ-REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasury and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

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This Steamer brings Cargo. Ex. SS. "Ossesolo" from Venice. NORDDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 3rd June, 1909.

of a closely allied character have been in progress for some years past. Accordingly the laboratory has been asked to organize at Fiddington a special department for this purpose, and the committee—a permanent Treasury committee, adequately provided with funds—which is to superintend its operations and to be available for consultation by the Admiralty and the War Office on problems arising in connection with their aeronautical work has been appointed. Of this committee, to which other members may of course be added, Lord Rayleigh is president, and Dr. R. T. Glazebrook, the director of the laboratory, chairman. The other members are:—Major-General Sir Charles Hadden, representing the Army; Captain R. H. S. Bacon, representing the Navy; Sir Alfred Greenhill, F.R.S., a distinguished authority on hydrodynamics and formerly professor of mathematics in the Ordnance College, Woolwich; Dr. W. N. Shaw, F.R.S., the director of the Meteorological Office; Mr. Horace Darwin, F.R.S., of the Cambridge Scientific Instrument Company; Mr. H. R. A. Mallock, F.R.S., a consulting engineer and member of the Ordnance Committee; Mr. J. E. Pettavel, F.R.S., Professor of Engineering in the University of Manchester; and Mr. F. W. Lancaster, an engineer who has given much attention to aeronautical matters and the author of a well-known text-book on the subject.

So far as is known, neither France nor Germany possesses a State department of the character now constituted, specifically organized for continuous aeronautical research and experiment, and it may be hoped that in the future British progress in aeronautics may prove not unworthy of such a unique institution.

MUSICAL PRODIGY.

THREE-YEAR-OLD GIRL'S WONDERFUL PIANO PERFORMANCE.

Upon a piano specially built to facilitate the manipulation of the keys by her tiny fingers, little Pillar Oorio, the latest of the musical prodigies, last month gave a selection from her repertoire at Bluthner's Hall, Wigmore-street, London.

It is but seven months since the third celebration of her birthday, as she gravely informed a representative of *The Daily Chronicle*, so that she may say without offence that she has absolutely no knowledge of technique or artistic execution. Nor does she take herself quite so seriously even as her brother, Peppie Arioia, who has trained under Professor Niksch and is a sturdy, dark-skinned young genius of older growth.

Indeed, the little lady confessed that her first and absorbing love, after her gentle mother, was her white Teddy Bear, almost as big as herself.

The tasks set her for the performance included the particularly difficult and prolonged "Concerto Caprice" of Espinosa. Yet "La Petite" as she is endearingly styled at times, went from that to other difficult pieces with few signs of fatigue. But when anything of doubt crossed her mind she stopped a bar or two, glanced at her mother, and, receiving a reassuring nod, went on again happily and wonderfully.

Her brother, who is taking an interest in the child's continued education, explained that it was the hope of those responsible for her future that in about a year she might be placed with people who would provide her with the best musical and general training. At present the little lady, who is a dainty brunette, talks Spanish, the language of her parents, and German, the tongue of her adoptive family. Her mother, Tetrazini, has received the child pianist, and made much of her.

NOTICES TO CONSIGNEES

FROM EUROPE.

"ISTRIA"

Captain Rohde, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 28th May, 1909.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"PRINZ-REGENT LUITPOLD,"

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Hongkong, 3rd June, 1909.

THE SEEKER AFTER HEALTH

is always glad to hear of a medicine that has been frequently tried to complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys should take

SHOULD TAKE

these pills. They are a skillful combination of valuable vegetable extracts in precise proportions—made at naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of.

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d., 1/4 & 2/6.

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

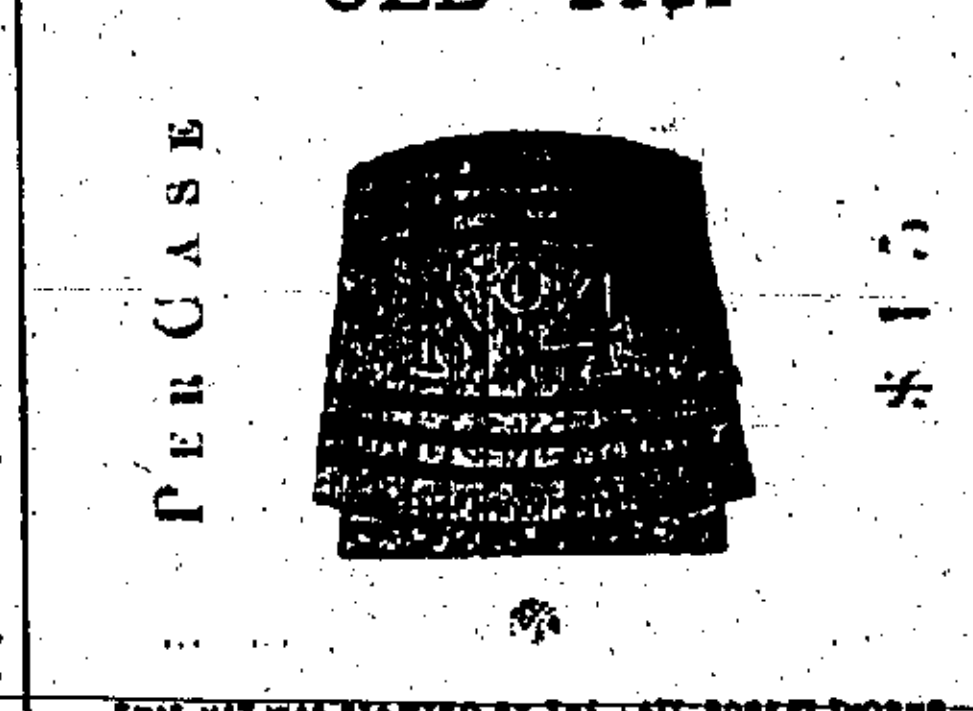
GOLD MEDAL, St. Louis, 1904.

DOSE:—A Wineglassful in the morning before Breakfast.

[607-1]

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THIS WHISKY WAS AWARDED THE GOLD MEDAL AT THE EXHIBITION OF 1904 AND 1905.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

FROM EUROPE.

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Hongkong, 28th May, 1909.

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THE STEAMSHIP

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Hongkong, 3rd June, 1909.

SHIPPING IN PORT.

ASIA, British str., 5,452, H. Cankregor, 23rd May—San Francisco 24th April & Shanghai 20th May. Mails and General—P. M. S. S. Co.

ATLANTIC, American str., 1,490, Frida, 26th May—Manila 23rd May, Sugar—Barretto & Co.

BORNEO, German str., 1,344, Sembil, 31st May—Sundabon 25th May. Timber—Melchers & Co.

CATHERINE APCAR, British str., 1,730, G. F. Hudson, 29th May—Calcutta and Straits 13th May. General—D. Samsen & Co.

CHENAN, British str., 1,047, Brown, 19th May—Shanghai 16th May. General—Butterfield & Swire.

CHING, British str., 1,103, J. Warrack, 30th May—Hongkong & Hainan 29th May. Coal—Butterfield & Swire.

CHITEN, Chinese str., 1,177, C. Stewart, 26th May—Shanghai 26th May. General—C. M. S. S. Co.

CHOYANG, British str., 1,424, A. E. Sandbach, 30th May—Shanghai & Swatow 25th May. General—Jardine, Matheson & Co.

DAIJI MARU, Japanese str., 846, H. Mulayama, 1st June—Swatow 1st June. General—Yokohama Specie Co.

FAIRBANK, British str., 1,410, S. Malkin, 30th May—Siam 25th May. Rice, Meal and General—W. P. S. S. Co.

FRITHJOF, Norwegian str., 891, Anderson, 29th May—Newchwang 21st May. Beans—Aagaard Thomsen & Co.

GLENLOGAN, British str., 1,809, McGregor, 21st May—Fuzhou 19th May. General—McGregor, Brown & Gow.

GREGORY APCAR, British str., 2,961, S. H. Nelson, 27th May—Yokohama, Kobe and Moji 22nd May. Coal and General—David Samsen & Co.

HAITAN, British str., 1,183, J. S. Roach, 2nd June—Swatow 1st June. General—Douglas, Lauprak & Co.

HALVARD, Norwegian str., 1,966, R. Ronneberg, 22nd May—Moji 16th May. Coal—Aagaard Thomsen & Co.

HOLSTEIN, German str., 1,103, P. Heug, 25th May—Hainan 20th May. Sugar—Jensen & Co.

KAIFUKU MARU, Japanese str., 1,903, Suda, 2nd June—Moji 27th May. Coal—Mitsui Bishi Dockyard.

KIANG PING, Chinese str., 1,222, H. Uddien, 30th May—Chinkiang 25th May. General—Tung Kee & Co.

KWANGLEE, Chinese str., 1,469, Froberg, 2nd June—Shanghai 30th May. General—Chinese.

KWONGSANG, British str., 1,428, W. P. Baker, 2nd June—Shanghai 31st May & Swatow 2nd June. General—Jardine, Matheson & Co.

LANDART SCHOEFF, German str., 2,600, A. Straus, 30th May—Chinkiang 26th May. Rice—Stemson & Co.

LINAN, British str., 1,352, Williams, 2nd June—Shanghai 3rd May. General—Butterfield & Swire.

LYSHOLT, German str., 1,235, J. Bohman, 16th May—Wuhu 11th May. Rice—Hamberg & Merika Linie.

MEEPOO, Chinese

SHIPPING.

ARRIVALS.

AIKAWI MARU, Japanese str., 2466, O. Kita-shima, 3rd June—Mojl 27th May, Cool—Ataka.
 ASCANIE, German str., 1291, Clangsen, 3rd June—Wahu 28th May, Rice—Hamburg—Amerika Linie.
 OHOWTAI, German str., 1115, Mollermann, 3rd June—Bangkok 26th May and Swatow 2nd June, Rice—Butterfield & Swire.
 EMPIRE, British str., 2543, P. T. Helms, 3rd June—Mabourne via Manila 1st June, General—Gibb, Livingston & Co.
 EMPRESS OF JAPAN, British str., 5940, 3rd June—Vancouver and Shanghai 1st June, Mails and General—C. P. K. Co.
 EOKSANG, British str., 1987, T. A. Mitchell, 3rd June—Singapore 28th May, General—Jardine, Matheson & Co.
 HANOI, French str., 742, J. Pannier, 2nd June—Haiphong & Hoihow 1st June, General—A. R. Merry & Co.
 KNIVERRA, German str., 646, H. Niejahr, 3rd June—Pohoi and Hoihow 2nd June, General—Johnson & Co.
 PAKLAT, German str., 1017, Toh. Wenzel, 2nd June—Bangkok 25th May, Rice and Wood—N. D. L.
 SIMLA, British str., 5884, C. D. Goldsmith, 2nd June—London 24th March, General—P. & O. S. N. Co.
 SUNGKIAN, British str., 937, G. H. Pennefather, 3rd June—Hilo 30th May, General—Butterfield & Swire.
 TILJATAP, British str., 6990, P. J. van Timmerick, 2nd June—Java 26th May, General—Java-China-Japan Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 3rd June.
 Ascanie, German str., for Canton.
 Asia, British str., for Shanghai.
 Empire, British str., for Shanghai.
 Pannier, British str., for Saigon.
 Frithof, Norwegian str., for Saigon.
 Hanoi, French str., for Saigon.
 Kniverra, German str., for Quing Chow Wan.
 Quing, German str., for Tsingtau.
 Simla, British str., for Shanghai.

DEPARTURES.

3rd June.
 CHINUA, British str., for Shanghai.
 COLOMBO MARU, Japanese str., for Kobe.
 HUICHO, British str., for Swatow.
 J. DIEDERICHSEN, German str., for Swatow.
 KWANGSANG, Chinese str., for Canton.
 KWANGSANG, British str., for Canton.
 LINAN, British str., for Canton.
 MACREY, German str., for Hoihow.
 MOYORT MARU, Jap. str., for Singapore.
 P. B. FRIEDRICH, Ger. str., for Europe, & P. B. LUTFOLD, German str., for Shanghai.
 PRENO, British str., for Vladivostok.
 SPIR, Norwegian str., for Canton.
 SUVER, British str., for Mojil.
 TUBODAS, Dutch str., for Batavia.
 YANSHING, British str., for Canton.

SHIPPING REPORTS.
 The British Empire reports: Fine weather and smooth sea experienced throughout the voyage.
 The British str. Sunghian reports: Light variable breeze, fine clear weather and smooth sea throughout.
 The British str. Fookang reports: Moderate S.E. wind to passing rain squalls to parcels, thence the weather to port.

VESSELS IN DOCK.

June 3rd.
 ABERDEEN DOCK.—
 Kowloon Dock.—Sumatra, Atlantis, Montrose.
 COSMOPOLITAN DOCK.—Asia.
 TAIKOO DOCK.—Maple Leaf, Chenan, Tean, Catherine Apur.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.

THE Steamship

"GREGORY APCAR."
 Captain S. H. Nelson, will be despatched for the above Ports TO-MORROW, the 5th June, at Noon, instead of as previously advertised.
 For Freight or Passage, apply to
 DAVID SASSOO & Co., Ltd.,
 Agents.
 Hongkong, 1st June, 1909. [5]

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEONHARD and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
 (Taking Cargo at through rates to PERSIAN GULF and BAHRAIN, also BANGALORE, VALENZA, ALGERIE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."
 Captain Beloit, will be despatched as above on FRIDAY, the 11th inst., at NOON.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 3rd June, 1909. [4]
 HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co.
 For BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" On 16th June, to be followed by
 S.S. "ST. PATRICK" About 15th July.
 For Freight and further information apply to—
 SHERWAN TOMES & Co.,
 General Agents.
 Hongkong, 3rd June, 1909. [77]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Kowloon Pier. 3 From Kowloon Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
ANTWERP, ROTTERDAM & HAMBURG, &c.	POONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 16th inst.
BREMEN HAMBURG & ROTTERDAM, &c.	SITRONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 8th July.
HAVE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	On 11th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	SENTEGAMBIA	Ger. str.	k.w.	Eckhara	HAMBURG-AMERICA LINE	On 17th inst.
MARSEILLES, &c. VIA PORTS OF CALL	ISTRIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 16th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CANTON	Swed. str.	—	—	MELCHERS & Co.	About 8th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POITREBIE	Fr. str.	—	—	MELCHERS & Co.	On 8th inst., at 1 p.m.
MARSEILLES, BREMEN & HAMBURG, &c.	DEBIGHSHIRE	Brit. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	About 12th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	SADO MARU	Jap. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 11 p.m.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	SCANDIA	Ger. str.	k.w.	Geo. Andersson	NIPPON YUSEN KAISHA	On 1st July.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	SILVIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERICA LINE	On 2nd July.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	HIKANO MARU	Jap. str.	—	Porzelius	NIPPON YUSEN KAISHA	About 30th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	MANSU MARU	Jap. str.	—	Wm. Fraser	TOYO KISEN KAISHA	On 1st July, at Noon.
NEW YORK	LUTZOW	Ger. str.	—	C. Dowers	MELCHERS & Co.	On 18th inst., at Noon.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	WOLGINS	Ger. str.	—	Nitche	SANDER, WIELER & Co.	On 20th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	FATMAN	Brit. str.	—	Mohr	CARLOWITZ & Co.	About 14th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	INDRANI	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	On 16th inst.
TACOMA VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 12th inst., at 6 p.m.
TACOMA VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 14th July, at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 3rd July.
VICTORIA, B.C. & SEATTLE VIA KIKUJUNG, &c.	OSAKO	Jap. str.	—	F. W. Davis	DODWELL & Co., Ltd.	On 1st July.
AUSTRALIAN PORTS VIA MANILA	TOSA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 8th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 22nd inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN, &c.	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PAINE WILDEMAR	Ger. str.	—	F. Iselt	MELCHERS & Co.	On 18th inst., at 10 a.m.
KOBE & YOKOHAMA	EMPIRE	Brit. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 9th July, at Noon.
NAGASAKI, KOBE & YOKOHAMA	SAVIER MARU	Jap. str.	—	D. Leuz	NIPPON YUSEN KAISHA	About 20th inst.
NAGASAKI, MOJI, KOBE & YOKOHAMA	PRINZ SIGISMUND	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
JAPAN	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
NIENSTIN VIA WEIHAWEI & CHEFOO	TILWONG	Dut. str.	—	Jurissalpe	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI VIA SWATOW	CHIESHANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
SE NGHAI	CHOWSANG	Brit. str.	1 m.	Sandback	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI	YATSHING	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 6th inst., at 11 p.m.
SHANGHAI	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.
SHANGHAI YOKOHAMA, KOBE & MOJI	FOOSHANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at Noon.
SHANGHAI KOBE & YOKOHAMA	TOUSANG	Brit. str.	—	Lancelin	JARDINE, MATHESON & Co., Ltd.	About 7th inst.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	BRADIA	Ger. str.	k.w.	Bayes	HAMBURG-AMERICA LINE	About 8th inst.
SHANGHAI YOKOHAMA & KOBE	DEVANHA	Brit. str.	—	Schwinghammer	P. & O. S. N. Co.	About 10th inst.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.
SHANGHAI	CHENAN	Brit. str.	1 m.	Fraser	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
SHANGHAI YOKOHAMA & KOBE	SIAM	Dan. str.	—	—	MELCHERS & Co.	On 17th inst., at 4 p.m.
SHANGHAI	CHINUA	Brit. str.	1 m.	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 17th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	MALTA	Brit. str.	—	J. Randermann	MELCHERS & Co.	About 17th inst.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	YORCK	Ger. str.	1 m.	K. Seyda	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI MOJI & KOBE	YTOPOFU MARU	Jap. str.	—	R. J. van Emmorick	OSAKA SHOSHEN KAISHA	On 22nd inst.
SHANGHAI YOKOHAMA & KOBE	SEGOVIA	Ger. str.	k.w.	Spols	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHAN HAI	TILATAP	Jap. str.	—	R. Sugi	OSAKA SHOSHEN KAISHA	On 9th inst., at 10 a.m.
ANPING VIA SWATOW & AMOY	DAIGI MARU	Brit. str.	—	H. Murayama	OSAKA SHOSHEN KAISHA	On 8th inst., at 10 a.m.
TAMBUI VIA SWATOW & AMOY	SUNGKIAN	Brit. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 8th inst., at 4 p.m.
AMOY, MANILA, CEBU & ILOILO	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & Co.	To-day, at 1 p.m.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 8th inst., at 10 a.m.
SWATOW	HAITAN	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIK & Co.	On 8th inst., at 1 p.m.
SWATOW, AMOY & FOCHOW	SUNGKIAN	Brit. str.	1 m.	Jamison	BUTTERFIELD & SWIRE	On 6th inst., at 11 p.m.
HIOHOW & HAIPHONG	YUNSHANG	Brit. str.	—	E. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHERWAN TOMES & Co.	To-morrow, at Noon.
MANILA	TRAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 8th inst., at 3 p.m.
MANILA	RUBI	Brit. str.	—	B. W. Almond	SHERWAN TOMES & Co.	On 12th inst., at Noon.
MANILA	CHINUA	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 15th inst., at 3 p.m.
MANILA	CHINUA	Brit. str.	1 m.	F. Sembill	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
CEBU & ILOILO	BONRIO	Ger. str.	—	Belaito	MELCHERS & Co.	On 8th inst., at Noon.
KUDAT & SANDAKAN	ISCHIA	Ital. str.	—	B. Kon	CARLOWITZ & Co.	On 11th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	YONOSHI MARU	Jap. str.	—	S. H. Nelson	NIPPON YUSEN KAISHA	On 17th inst.
BOMBAY VIA SINGAPORE & PENANG	GRAND APGAR	Brit. str.	—	Bradley	DAVID SASSOO & Co., Ltd.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Zwart	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	TUBODAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	—	—	—	—	—	—

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C., SEATTLE & TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathew	On 29th July.
AYMERIC	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 21st May, 1909.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	Wed. day, 9th June, at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"LUETZOW" Capt. C. DEWERS	Wed. day, 16th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"YORCK" Capt. J. RANDELMANN	About Thursday, 17th June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. LEKE	Friday, 18th June, at 10 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday, 26th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 4th June, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF JAPAN" Sat., 12th June. "EMPRESS OF CHINA" Sat., 3rd July. "MONTEAGLE" Wed. day, 14th July. "EMPRESS OF INDIA" Sat., 24th July. "EMPRESS OF JAPAN" Sat., 14th Aug.
 From Quebec. "ALLAN LINER" Friday, 9th July. "EMPRESS OF IRELAND" Fri., 30th July. "ALLAN LINER" Friday, 20th Aug. "EMPRESS OF BRITAIN" Fri., 10th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers 243 .. 245.

1st Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	About 7th June.
MARSEILLES VIA PORTS	"POLYNESIE" Capt. Broc	On 8th June, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 21st June, P.M.
MARSEILLES VIA PORTS	"SYDNEY" Capt. Rebutat	On 22nd June, 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPORIN, AGENT,
 Queen's Building.

Hongkong, 2nd June, 1909.

VESSELS ON THE BERTH

DAMPSCHEFFS-BREITEREI "UNION" ACTIEN-GESELLSCHAFT.

For NEW YORK. (With Liberty to Call at Malabar Coast.)

THE Steamship

"WOGLINDE."
 Captain Mohr, will be despatched as above on or about the 7th June.
 For Freight apply to
 CARLOWITZ & Co.,
 Agents.

Hongkong, 29th May, 1909. [798]

"SHIRE" LINE OF STEAMERS, LTD.

For SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"SEGUIRA."
 Captain Hayes, will be despatched as above on or about the 8th June.
 The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewards.

For Freight or Passage apply to—
 JARDINE, MATHESON & Co., Ltd.,
 Agents.

Hongkong, 26th May, 1909. [784]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 10th June Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 12th June See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	POONA	About 16th June Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA	About 17th June Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd June, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"CHIHLY"	On 4th June, 4 P.M.
SHANGHAI	"LINAN"	On 6th June, 4 P.M.
BOHAI and HAIPHONG	"SINGAN"	On 6th June, 4 P.M.
MANILA	"TEAN"	On 8th June, 3 P.M.
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 8th June, 4 P.M.
SHANGHAI	"YINGCHOW"	On 10th June, 4 P.M.
SHANGHAI	"CHENAN"	On 13th June, 4 P.M.
MANILA	"TAMING"	On 15th June, 3 P.M.
MA NILA	ZAMBOANGA	
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.
SHANGHAI	"CHINHUA"	On 17th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.
For Freight or Passage apply to—
HONGKONG, 4th June, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW & SWATOW	"DAIGI MARU"	SUNDAY, 6th June, at 10 A.M.
ANPING VIA SWATOW, & AMOI	"SOSHU MARU"	WEDNESDAY, 9th June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Ample. Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN,"	SWATOW, AMOI & FOOCHOW.	FRIDAY, 4th June, at 1 P.M.
"HAIMUN,"	SWATOW	SUNDAY, 6th June, at 10 A.M.
"HAIYANG,"	SWATOW, AMOI & FOOCHOW.	TUESDAY, 8th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd June, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSANG"	Friday, 4th June, Noon.
MANILA	"YUENSANG"	Friday, 4th June, 4 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 6th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 7th June, Noon.
SHANGHAI	"YATSHING"	Tuesday, 8th June, Noon.
TIENTSIN VIA WUKANG & CHEFOO	"CHIPSING"	Wednesday, 9th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 3rd June, 1909.

GENERAL MANAGERS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabins. Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 12th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.	FOR BREMEN, HAMBURG & ROTTERDAM:
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SUEVIA
S.S. BRASILIA	11th June
S.S. SEGOVIA	17th June
S.S. C. FELD. LAEISZ	1st July
S.S. SLAVONIA	2nd July
S.S. ANDALUSIA	8th July
	10th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 26th May, 1909.

Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC Co., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

Hongkong, 24th May, 1909.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE CO'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 3rd June, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	WAKASA MARU	6500	WEDNESDAY, 9th June, at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.	SADJ MARU	6500	WEDNESDAY, 23rd June, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	TOSA MARU	6000	TUESDAY, 8th June, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA.	"SHINANO MARU"	6500	TUESDAY, 22nd June, at 4 P.M.
KOBE and YOKOHAMA.	NIKKO MARU	6000	FRIDAY, 11th June, at Noon.
BOMBAY via SINGAPORE and COLOMBO.	KUMANO MARU	6000	FRIDAY, 9th July, at Noon.
NAGAGAKI, MOJI, KOBE and YOKOHAMA.	KUMANO MARU	6000	WEDNESDAY, 9th June, at Noon.
SHANGHAI, MOJI and KOBE.	SANUKI MARU	6500	FRIDAY, 11th June, at 5 P.M.
	YEBOSHI MARU	4500	THURSDAY, 17th June, at Noon.
	MISHTA MARU	9000	FRIDAY, 18th June, at Noon.
	YETOFU MARU	4500	SUNDAY, 20th June, at Noon.

* Omitting Shanghai.

* Fitted with New System of Wireless Telegraphy.
* Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
* From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
* For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 4th June, 1909.

T. KUSUMOTO,
MANAGER.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILATJAP	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,
Hongkong, 28th May, 1909.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN.

(Intermediate Ports of Call:
Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)

Newly Built Steamers	Tons (gross reg.)	Captain	Sailing Date.
"TACOMA MARU"	6,178		On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909.

T. ARIMA, Manager.

[810]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

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Cutler, Palmer & Co.'s

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR
KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, A1, ABC 5th Ed., Western Union

AGENCIES—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACONDRAY & Co.

For Particulars apply to
H. OISHI,
Manager.

No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909.

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

Cutler, Palmer & Co., London.

AGENTS

SIEMISSEN & CO.,

HONGKONG.

